



STATE OF WASHINGTON  
POLICE TRAFFIC  
COLLISION REPORT



1591971

REPORT NO. **E448449**

INTERSTATE <input type="checkbox"/>	CITY STREET <input checked="" type="checkbox"/>	FIRE RESULTED <input type="checkbox"/>
STATE ROUTE <input type="checkbox"/>	OTHER <input type="checkbox"/>	STOLEN VEHICLE <input type="checkbox"/>
COUNTY RD <input type="checkbox"/>	PRIVATE WAY <input type="checkbox"/>	HIT & RUN INVOLVED <input type="checkbox"/>

TRIBAL RESERVATION
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CASE #	<b>15-01890</b>		
LOCAL AGENCY CODING			
TOTAL # OF UNITS	<b>02</b>	OBJECT STRUCK	

DATE OF COLLISION	<b>07</b>	<b>27</b>	<b>2015</b>	TIME (2400)	<b>1722</b>	COUNTY #	<b>31</b>	MILES	<b>N</b> <input type="checkbox"/> <b>E</b> <input type="checkbox"/> <b>S</b> <input type="checkbox"/> <b>W</b> <input type="checkbox"/>	IN OF	<input checked="" type="checkbox"/>	CITY #	<b>0664</b>
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ON (PRIMARY TRAFFIC WAY)	INTERSECTION <input type="checkbox"/>	NON-INTERSECTION <input checked="" type="checkbox"/>
<b>20TH ST NE</b>		BLOCK NO. <input checked="" type="checkbox"/> <b>12700</b>
		MILE POST <input type="checkbox"/>

DISTANCE	<b>45</b>	<b>00</b>	MILES	<input type="checkbox"/> <b>N</b> <input type="checkbox"/> <b>E</b> <input checked="" type="checkbox"/> <input type="checkbox"/> <b>S</b> <input type="checkbox"/> <b>W</b> <input type="checkbox"/>	OF (REFERENCE OR CROSS STREET)	<b>127TH AVE NE</b>
		FEET	<input checked="" type="checkbox"/>			

UNIT 01	MOTOR VEHICLE <input checked="" type="checkbox"/>	PEDAL-CYCLE <input type="checkbox"/>	DAMAGE THRESHOLD MET YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	PHONE	<b>D: 4253088522</b>
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LAST NAME	<b>ALMAMORY</b>	FIRST NAME	<b>HASSAN</b>	MIDDLE INITIAL	<b>M</b>
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STREET NEW ADDRESS	<b>3013 W MARINE VIEW DR APT C</b>
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CITY	<b>EVERETT</b>	ST	<b>WA</b>	ZIP	<b>982013980</b>
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CDL		RESTRICTIONS		ENDORSEMENTS	
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DRIVER'S LICENSE #	<b>ALMAMHM076NT</b>	STATE	<b>WA</b>	SEX	<b>M</b>	D.O.B. MMDDYYYY	<b>08</b>	<b>30</b>	<b>1993</b>
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ON DUTY <input type="checkbox"/>	STATUS	AIRBAG <b>2</b>	RESTR. <b>4</b>	EJECT <b>1</b>	HELMET USE <b>2</b>	INJURY CLASS <b>1</b>	NATURE OF INJURIES
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LICENSE PLATE #	<b>AIU5724</b>	STATE	<b>WA</b>	VIN#	<b>1G2ZH58N774224743</b>
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TRAILER PLATE #		STATE		TRAILER PLATE #		STATE	
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VEH. YEAR	<b>2007</b>	MAKE	<b>PONT</b>	MODEL	<b>G64D</b>	STYLE	<b>4D</b>	VEHICLE TOWED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	TOWED BY		GOVT. VEHICLE YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
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REGISTERED OWNER INFO. **ROBERTA LINDSAY PO BOX 1201 LAKE STEVENS WA 98258**

LIABILITY INSURANCE IN EFFECT <input type="checkbox"/>	INSURANCE CO & POLICY #	CITATION #	<b>5Z0858100</b>	CHARGE	<b>EXP TABS, NOVOL W/ID, NO INSUR</b>
VEHICLE LEGALITY YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>					



UNIT 02	MOTOR VEHICLE <input checked="" type="checkbox"/>	PEDAL-CYCLE <input type="checkbox"/>	PEDESTRIAN <input type="checkbox"/>	PROPERTY OWNER <input type="checkbox"/>	DAMAGE THRESHOLD MET YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	PHONE	<b>D: 2103638287</b>
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LAST NAME	<b>EARDLEY</b>	FIRST NAME	<b>DESTINY</b>	MIDDLE INITIAL	<b>D</b>
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STREET NEW ADDRESS	<b>2666 RIM OAK</b>
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CITY	<b>SAN ANTONIO</b>	ST	<b>TX</b>	ZIP	<b>78232</b>
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CDL	<b>C</b>	RESTRICTIONS		ENDORSEMENTS	
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DRIVER'S LICENSE #	<b>36202236</b>	STATE	<b>TX</b>	SEX	<b>F</b>	D.O.B. MMDDYYYY	<b>03</b>	<b>20</b>	<b>1997</b>
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ON DUTY <input type="checkbox"/>	STATUS	AIRBAG <b>2</b>	RESTR. <b>4</b>	EJECT <b>1</b>	HELMET USE <b>2</b>	INJURY CLASS <b>1</b>	NATURE OF INJURIES
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LICENSE PLATE #	<b>AVF2588</b>	STATE	<b>WA</b>	VIN#	<b>KMHWF25SX2A614867</b>
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TRAILER PLATE #		STATE		TRAILER PLATE #		STATE	
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VEH. YEAR	<b>2002</b>	MAKE	<b>HYUN</b>	MODEL	<b>SON4D</b>	STYLE	<b>4D</b>	VEHICLE TOWED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	TOWED BY		GOVT. VEHICLE YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
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REGISTERED OWNER INFO. **ROBIN EARDLEY 2012 VERNON RD LAKE STEVENS WA 98258**

LIABILITY INSURANCE IN EFFECT <input checked="" type="checkbox"/>	INSURANCE CO & POLICY #	CITATION #		CHARGE	
VEHICLE LEGALITY YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>					



OFFICER'S NAME (PRINT)	<b>G. HEINEMANN #133</b>	BADGE OR ID #	<b>#0133</b>	AGENCY	<b>WA0311900</b>
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STATE OF WASHINGTON  
POLICE TRAFFIC  
COLLISION REPORT



1591972

CORRECTION

REPORT NO. **E448449**

CASE # **15-01890**

ADDITIONAL PERSONS INVOLVED (PASSENGERS AND/OR WITNESSES ONLY)

NAME (LAST, FIRST, MIDDLE INITIAL)		<b>HARRIS KASSANDRA L</b>																
ADDRESS & PHONE #		<b>3013 W MARINE VIEW DR APT C EVERETT WA 982013980</b>																
SEX		<b>F</b>		D.O.B. MMDDYYYY		<b>04</b>		<b>15</b>		<b>1996</b>								
PASSENGER	<input checked="" type="checkbox"/>	WITNESS	<input type="checkbox"/>	UNIT #	<b>1</b>	SEAT POS.	<b>1</b>	AIRBAG	<b>2</b>	RESTR.	<b>4</b>	EJECT	<b>1</b>	HELMET USE	<b>2</b>	INJURY CLASS	<b>1</b>	NATURE OF INJURIES
NAME (LAST, FIRST, MIDDLE INITIAL)		<b>GUAJARDO YVETTE M</b>																
ADDRESS & PHONE #		<b>5611 79TH AVE NE MARYSVILLE WA 98270</b>																
SEX		<b>F</b>		D.O.B. MMDDYYYY		<b>08</b>		<b>22</b>		<b>1997</b>								
PASSENGER	<input checked="" type="checkbox"/>	WITNESS	<input type="checkbox"/>	UNIT #	<b>2</b>	SEAT POS.	<b>3</b>	AIRBAG	<b>2</b>	RESTR.	<b>4</b>	EJECT	<b>1</b>	HELMET USE	<b>2</b>	INJURY CLASS	<b>1</b>	NATURE OF INJURIES
NAME (LAST, FIRST, MIDDLE INITIAL)		<b>FLEMING DESIREE S</b>																
ADDRESS & PHONE #		<b>1202 VERNON RD LAKE STEVENS WA 98258</b>																
SEX		<b>F</b>		D.O.B. MMDDYYYY		<b>08</b>		<b>02</b>		<b>1985</b>								
PASSENGER	<input checked="" type="checkbox"/>	WITNESS	<input type="checkbox"/>	UNIT #	<b>2</b>	SEAT POS.	<b>9</b>	AIRBAG	<b>2</b>	RESTR.	<b>4</b>	EJECT	<b>1</b>	HELMET USE	<b>2</b>	INJURY CLASS	<b>1</b>	NATURE OF INJURIES

NARRATIVE

On July 27th, 2015 at 1724 hours, I was dispatched to a collision in the 12700 block of 20th ST NE. I spoke with both drivers and the driver of Unit 1 informed me that he was driving eastbound on 20th ST NE when he decided to make a U-Turn without signalling. In the middle of his U-turn, Unit 2, which was also eastbound, struck Unit 1. Damage to both vehicles was minimal but the driver of Unit 1 did not have a valid license. He was cited for NVOL w/ID, No insurance, expired tabs.

I CERTIFY (DECLARE) UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF WASHINGTON THAT THE FOREGOING IS TRUE AND CORRECT. (RCW 9A.72.085)

**G. HEINEMANN #133**

**08-01-15 08:00 AM**

INVESTIGATING OFFICER'S SIGNATURE

UNIT OR DIST. DET

DATED

PLACE SIGNED

APPROVED BY

**BOB SUMMERS 079**

DATE

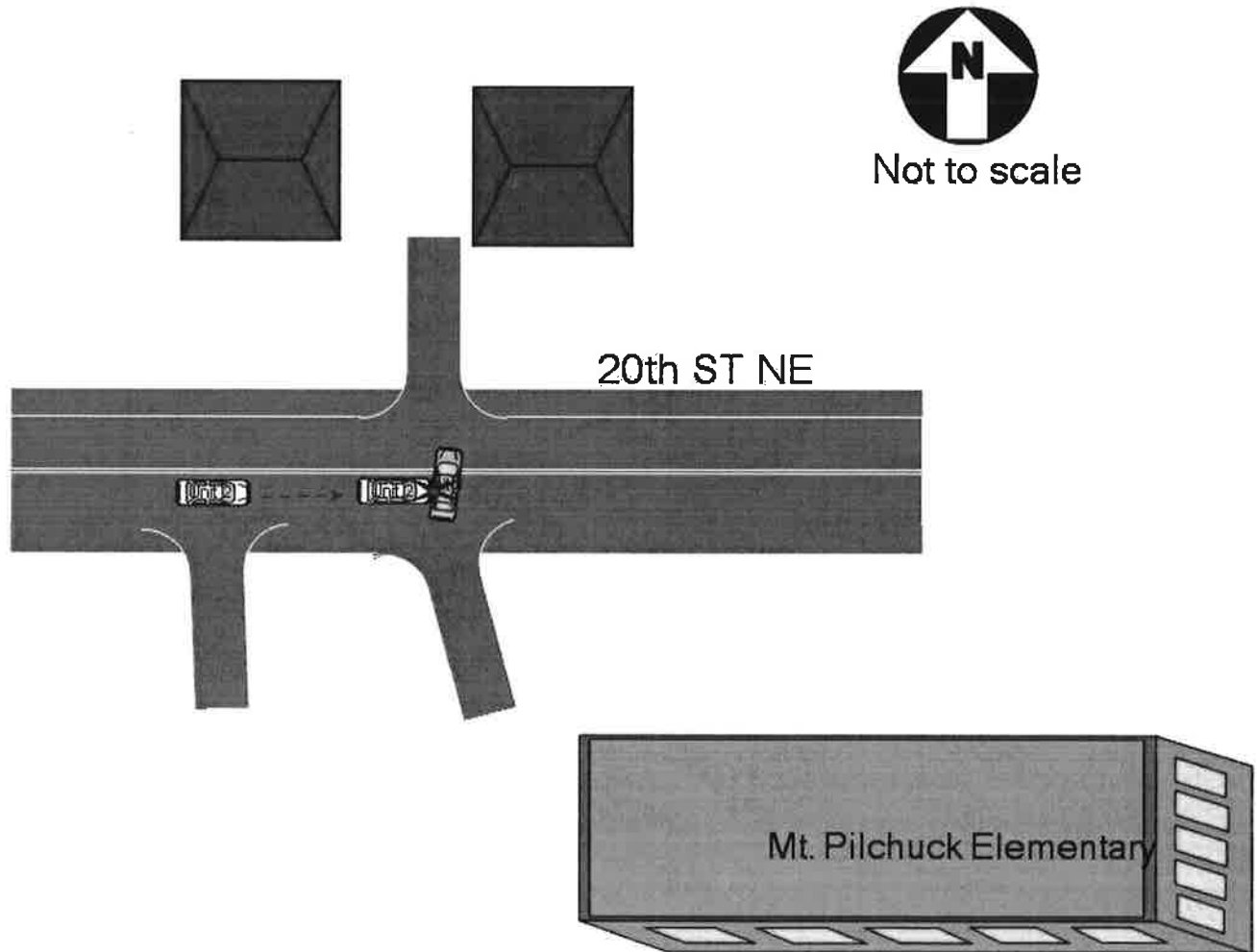
**8/3/2015 9:13:00 AM**

BADGE OR ID # **#0133**

ORI # **WA0311900**

TIME POLICE DISPATCHED **5:24 PM**

TIME POLICE ARRIVED **5:27 PM**





# LAKE STEVENS POLICE DEPARTMENT Title 46

The attached NOI #5Z0858100 is incorporated by reference.

On (Date) 7/28/2015 at 1722L observed the Δ operating a motor vehicle eastbound 12700 blk 20<sup>th</sup> ST NE WA. I have 2 years of traffic enforcement experience. Items checked or marked on this form apply to violation(s) committed by the defendant. I saw the defendant commit the following violation(s) /offense(s)

## ☐ PACE

I observed the defendant driving at a visually high rate of speed Westbound bound on near in lane in excess of the posted 25 MPH speed limit.

☐ I paced the defendant from behind in lane at about feet at the speed of MPH for approximately mile(s).

☐ The defendant was passing other vehicles / me using lane(s) . I stayed / moved into lane behind the defendant who was traveling in lane and paced the defendant at speed of for approximately mile(s). I paced the defendant from behind at feet.

☐ I sped up to MPH in a posted 25 mph zone as the defendant caught me from behind. My patrol car speedometer is checked for accuracy every 90 days by RADAR. It was last checked on with radar unit. The speedometer is checked at the speeds of 30 and 60 MPH.

## ☐ RADAR

I was using MPH Industries Speedgun, serial #HHM556001650, in the moving mode. The radar unit was checked for calibration internally and externally using the tuning forks designed for the radar to determine its functionality and accuracy using tuning forks 743040 and 743196. The methods used showed that the unit was working properly before and after the stop with the defendant. I am a certified Doppler Radar operator with 5 years of experience with its use.

The defendant's vehicle approached me rapidly at what appeared to be a rate of speed in excess of the posted speed limit of 25 MPH. The defendant's vehicle was traveling Westbound on from the block in the Westbound lane of travel. As the vehicle entered the radar field the digital readout showed the defendant's vehicle speed to be MPH. An audio Doppler signal was emitted which was consistent with my visual observation of the Defendant's vehicle speed and with the digital readout on the radar unit. The defendant's vehicle was all alone as the radar measured the speed of the defendant's vehicle.

Moving mode: The reading on the radar unit was consistent with the speed indicated on my vehicle's speedometer. The defendant's vehicle was not in the process of passing or completing a pass or a slower moving vehicle. I had a clear and unobstructed view of the defendant's vehicle and I'm 100 percent certain that the radar unit reading was obtained on the defendant's vehicle.

## ☐ LIDAR

☐ Officer \_\_\_\_\_ Badge # \_\_\_\_\_ was operating the lidar and called the vehicle out to me.

I was using the lidar unit Kustom Pro Laser III, serial #PL22924 in the stationary mode, in the 9900 blk. of CHAPEL HILL RD. within the City of Lake Stevens, Washington.

The lidar unit was checked for calibration internally and externally, for sight alignment and range accuracy, before and after the stop to determine its functionality and accuracy. The methods used indicated that the unit was working properly. On this date and time I am a certified LIDAR speed measuring device instructor.

The defendant's vehicle appeared to be going at a rate of speed in excess of the safe/posted speed limit of 25 MPH. The defendant's vehicle approached me rapidly Westbound on CHAPEL HILL RD. from the 10100 block in the Westbound lane of travel. The defendant's vehicle was all alone as the LIDAR measured the speed of the defendant's vehicle at MPH at a range of feet. The unit displayed an audio signal and a digital readout which was consistent with my visual observation of the defendant's vehicle speed. There were no other targets or obstructions, which would cause the LIDAR reading to be incorrect.

☐ CONSTRUCTION ZONE: Construction zone signs were posted, barricades, workers, and or their equipment were present in the well marked construction zone.

☐ SCHOOL ZONE: At the time I observed the defendant's vehicle and measured its speed, the defendant's vehicle was within a 20 MPH posted school zone and with in 300ft. from a marked school crosswalk. The defendant's vehicle, when I obtained my digital readout, was approximately ft. from the crosswalk.

☐ signs were posted "When Children Present"/"When Light is flashing."

☐ Children were present: (On the side of the roadway) (On the sidewalk)(in the crosswalk)

## STOPPING AT CONTROLLED INTERSECTIONS:

☐ I saw the defendant's vehicle approach the (signal light / stop sign) at the intersection of Market PL NE and SR 9. I had a clear and unobstructed view of the intersection and the defendant's vehicle from where I was located at directly behind the defendant.

The defendant failed to stop at:

☐ A clearly marked stop sign and/or stop line;

☐ A clearly marked crosswalk on the near side of the intersection;

☐ Prior to entering the intersection where the driver would have had a view of approaching traffic on the intersecting roadway;

☐ A red signal light.

☐ Blue LED light was used

**VEHICLE LICENSE TABS**

☒ A DOL check of the defendant's vehicle showed the license tabs expired on 07-10-2015.

**NO VALID OPERATORS LICENSE (OR) NO LICENSE ON PERSON**

- ☐ Upon contact, the defendant could not provide their Driver's license and/or any identification.
- ☐ DOL showed the defendant's Driver's License had expired as of \_\_\_\_\_.
- ☒ DOL showed the defendant to have a suspended/revoked Driver's License as of 011515 for Unpaid tkt and that the defendant was cited for NVOL/with ID.

**NO PROOF OF INSURANCE**

☒ Upon contact, I asked the defendant to provide valid proof of insurance and he/she was unable to do so.

**MOTORCYCLE LICENSE REQUIREMENTS**

- ☐ The defendant was operating a Motorcycle without the proper M/C Endorsement.
- ☐ The defendant was operating a Motorcycle in violation of the Motorcycle Instruction Permit. (Permit-Valid for 90 days, No passengers, No operation of Motorcycle after hours of darkness).
- ☐ Fail to Wear Dot approved Helmet

**EQUIPMENT VIOLATION (S)**

*On the date and time listed on the Infraction form, I observed the defendant's vehicle:*

- ☐ Which did NOT have a front license plate mounted to the front of the vehicle between one and four feet off the ground, or was not hung horizontally to be plainly visible.
- ☐ Which HAD after market license plate covers which are tinted and violate RCW 46.16.240 by obscuring the plates from plainly being visible.
- ☐ Which HAD a cracked windshield, to the degree that it obscured the Driver's vision.
- ☐ Which did NOT have splashguards, fender flares, or mud flaps, which extend out accordingly based on how far the tire extended out from the body of the vehicle and/or mud flaps of sufficient length for the height of the vehicle.
- ☐ Vehicle had modified exhaust which altered the vehicle sound to be louder than the stock vehicle exhaust system as installed by the vehicle manufacturer.
- ☐ Which did NOT have a working/illuminating rear center brake light during the vehicle braking operation.

**FOLLOWING TOO CLOSE**

☐ DOL recommends a following distance of 2 seconds. The vehicle directly in front of the defendant was visually estimated at traveling 55 MPH in a posted 55MPH zone. The defendant was traveling approximately 55 behind the vehicle in front of (him/her). Another vehicle could not safely occupy the space between the defendant and the vehicle in front of (him)(her). I made this observation from where I was located at directly behind the defendant.

**SEATBELT VIOLATION**

- ☐ I was ☐ behind ☐ beside ☐ approaching/ facing the vehicle or ☐ (other) The defendant was the ☐ driver ☐ passenger and was clearly and positively not wearing the lap and/or shoulder seatbelt. I had a clear view and could see the seatbelt hanging from the doorpost in an unused fashion and there was no tension to the belt; visible tension can be seen to the shoulder belt even when worn improperly under the arm/armpit.
- ☐ The latch plate was clearly visible as well. The following apply to the moments leading up to the stop, while stopping the vehicle, or while walking to the vehicle:
- ☐ The defendant buckled up upon making eye contact with me.
- ☐ The defendant buckled up just before I activated my lights.
- ☐ The defendant buckled up while pulling over.
- ☐ The defendant buckled up once we came to a stop.
- ☐ The defendant was buckling up as I contacted the vehicle.
- ☐ The defendant never buckled up.
- ☐ The defendant was wearing the seat belt under their arm/ inappropriate.

☐ **UNSAFE LANE CHANGE**

I OBSERVED THE DEFENDANT TRAVELING \_\_\_\_\_ BOUND \_\_\_\_\_ Change \_\_\_\_\_ lanes \_\_\_\_\_ time(s) within \_\_\_\_\_ mile(s).

- ☐ The defendant did not signal for 100 Ft. before each lane change.
- ☐ The defendant changed lanes in a manner which forced traffic to break to avoid a collision and/or the lane change was quick and aggressive.

☐ **CROSSING GORE POINT**

The defendant was travelling Westbound bound on \_\_\_\_\_ when he/she went past the marked exit ramp when he/she moved right across the solid white lines cutting through the gore point onto the exit ramp.

**OTHER VIOLATIONS**

☐

**Photo attached**

The defendant's vehicle was stopped by using the emergency lights on my marked patrol vehicle. It should be noted the vehicle was involved in a motor vehicle collision.

☐

The defendant was given a copy of the infraction via personal service. I cleared the scene without any further incident.

☒

The defendant's copy of the infraction was sent to the court for mailing to the defendant for service.

TRAFFIC: LIGHT WEATHER: CLEAR  
STREET: DRY LIGHTING: DAYLIGHT

**I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF WASHINGTON THAT ALL STATEMENTS MADE HEREIN ARE TRUE AND ACCURATE AND THAT I AM ENTERING MY AUTHORIZED USER ID AND PASSWORD TO AUTHENTICATE IT.**

G. HEINEMANN #133 7/28/2015 Lake Stevens WA/Snohomish CO  
OFFICER (Date) (Location)  
Patrol Unit /Lake Stevens Police Department

Incident History for: #SS15014960

Case Numbers: \$SS15001890

Entered 07/27/15 17:22:25 BY SPCT05 SP0401  
Dispatched 07/27/15 17:24:02 BY SPSC40 SP0274  
Enroute 07/27/15 17:24:02  
Closed 07/27/15 17:53:27

Initial Type: COL Initial Alarm Level: Final Alarm Level:  
Final Type: COL (COLLISION, NON-PRIORITY) Pri: 2 Dispo: H  
Police BLK: SS001E Fire BLK: AG1620 Map Page: 377J-6 Group: SS1 Beat: NORT  
Src: T  
Loc: 12806 20 ST NE ,LKS -- PILCHUCK ES ,LKS btwn 127 AV NE & 130 DR NE (V)

Loc Info: IFO LOC

Name: EARDLEY, DESTINY

Addr:

Phone: 2103638287

/1722 (SP0401) ENTRY , CC, 7 AGO, NON BLKING, SIL HYUNDAI SONATA VS WHI  
PONTIAC PC  
/1722 (SP0274) VIEWED  
/1723 AGCADV , BOLO  
/1724 DISPER 19D3 #SS133 HEINEMANN, OFFICER (GAVIN)  
/1727 (SS133 ) REMINQ 19D3 MDTVEH, 173XLX, , WA, , , , , , , , ,  
/1730 (\*\*\*\*\*) REMINQ 19D3 AVF2588  
/1730 (SP0274) REMINQ 19D3 LIC, 19D3, AVF2588, , ,  
/1730 (\*\*\*\*\*) REMINQ 19D3 AIU5724  
/1730 (SP0274) REMINQ 19D3 LIC, 19D3, AIU5724, , ,  
/1733 (SS133 ) REMINQ 19D3 MDTWANT, ALMAMORY, HASSAN, M, 083093, , , WA, , , , , , , , ,  
/1734 REMINQ 19D3 , , ,  
MDTWANT, HARRIS, KASSANDRA, L, 041596, , , WA, , , , , , , , ,  
/1735 (\*\*\*\*\*) REMINQ 19D3 , , , ,  
ALMAMORY. HASSAN. M. 08301993. .  
/1735 (SP0274) REMINQ 19D3 NAME, 19D3, ALMAMORY, HASSAN, M, 08301993, ,  
/1742 (SP0100) ASNCAS 19D3 \$SS15001890  
/1753 CLEAR 19D3 D/H  
/1753 CLOSE 19D3

LEPO  
ORIGINAL